

B. F. TAYLOR,  
Steward.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS

# The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS  
ORIENTAL AGENCY  
Sole Agents for the  
UNITED ASBESTOS CO.  
LIMITED, LONDON.  
DODWELL & CO., LIMITED,  
General Managers.

NEW SERIES. No. 4094. 日十二月十年八十二緒光 WEDNESDAY, NOVEMBER 19, 1902. 三拜禮 號九十月一十英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 8,910,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent

TARO HODSUMI,  
Manager.

Hongkong, 30th October, 1902. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$14,750,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$4,750,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
Hon. R. SHEWAN, Chairman.  
A. J. RAYMOND, Esq., Deputy Chairman.  
G. Balloch, Esq. C. Michelau, Esq.  
Hon. C. W. Dickson. D. M. Moses, Esq.  
E. Goetz, Esq. H. Schubart, Esq.  
G. H. Medhurst, Esq. N. A. Siebs, Esq.  
H. E. Tomkins, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th November, 1902. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.  
INTEREST ON deposits is allowed at 3 1/2 PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK, to be placed on a FIXED  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £344,374

HEAD OFFICE—HONGKONG.

Board of Directors:—  
Chan Kit Shan, Esq. C. Ewens, Esq.  
Chow Tung Shang, Esq. J. Laus, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 19th November, 1902. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hankow  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. ROTHCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIETZBACH DISCOUNT GESELLSCHAFT.  
INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.  
H. FIGGE,  
Manager.

Hongkong, 4th October, 1902. [16]

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000  
Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED  
On Current Accounts at 2 1/2 per annum.  
On Fixed Deposits:  
For 3 months 2 1/2 per annum.  
" 6 " 3 1/2 " "  
" 12 " 4 % "

N. G. EVANS,  
Acting Manager.

Hongkong, 1st October, 1902. [10B]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHINKIANG. SINGAPORE.  
CHUNKING. TIENTSIN.  
HANKOW.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
1/2 per Annum Fixed Deposits for 3 months.  
" " " " 6 " "  
" " " " 12 " "  
" " " " 12 " "  
E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £650,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fire Deposits for 12 months, 4 per cent.

" " " " 6 " "  
" " " " 3 " "  
" " " " 2 " "  
T. P. COCHRANE,  
Acting Manager.

Hongkong, 2nd June, 1902. [11]

## Hotels.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND  
BILLIARD ROOMS.

Rooms specially reserved for Captains  
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [11B]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI ..... Bengal ..... A. L. Valentini ..... About 22nd Nov. Freight or Passage.

LONDON, &c. .... Massilia\* ..... G. W. Cockman, R.N.R. Noon, 22nd Nov. Freight or Passage.

YOKOHAMA ..... Dombay ..... H. S. Bradshaw ..... About 2nd Dec. Freight or Passage.

M'SELLES and ..... Sh. ngst ..... E. Spicer, R.N.R. Noon, 10th Dec. Freight or Passage.

(See Special Advertisement).

† SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH  
and LONDON DIRECT ..... " MALTA " ..... 6,004 Tons ..... 28th March.  
WITHOUT TRANSSHIPMENT .....

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th November, 1902.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GERA	WEDNESDAY, 26th November.
*KIAUTSCHOU	WEDNESDAY, 10th December.
DAVERN	WEDNESDAY, 24th December.
KONIG ALBERT	WEDNESDAY, 7th January, 1903.
PRINZESS IRENE	WEDNESDAY, 21st January, 1903.
DARMSTADT	WEDNESDAY, 4th February, 1903.
KARLSRUHE	WEDNESDAY, 18th February, 1903.
PREUSSEN	WEDNESDAY, 4th March, 1903.
*HAMBURG	WEDNESDAY, 18th March, 1903.
PRINZ HEINRICH	WEDNESDAY, 1st April, 1903.
SACHSEN	WEDNESDAY, 15th April, 1903.
*KIAUTSCHOU	WEDNESDAY, 29th March, 1903.
DAVERN	WEDNESDAY, 13th May, 1903.
KONIG ALBERT	WEDNESDAY, 27th May, 1903.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 26th day of November, 1902, at NOON, the Steamship "GERA,"  
of the NORDEUTSCHER LLOYD, Captain C. Dewers, with MAILS, PASSEN-  
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and  
GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 24th November. Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 25th November, and Parcels  
will be received at the Agency's Office until NOON, on TUESDAY, the 25th November.  
Contents of Packages are required. No Tied Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [563c]

Hongkong, 12th November, 1902.

## Intimations.

### LANE, CRAWFORD & CO.

have now received their N.W. STOCKS of the following

CRICKET GEAR:—Bats, Balls, Pads, Wicket-Keeping Gloves, Batting  
Gloves, &c.

FOOTBALL GEAR:—Rugby and Association Match Balls, Pumps, Shin  
Guards, Boots, Jerseys, Sweaters, &c.

TENNIS GEAR:—E. G. M., Demon, &c. Paquets, Poles, Ayre's  
"Championship" Balls, Nets, Markers, Tennis Shirts, Shoes, &c.

GOLF GEAR:—Rivers, Brasseys, Bulgers, Lofters, Cleeks, Putters,  
&c. Patent Ball Pressers, Paint, Holders, Balls, &c.

LAWN BOWLS, PUNCHING BALLS, TABLE TENNIS, BOXING GLOVES.

CROQUET SETS, MALLETS, PEGS, BALLS, &c. expected in a few days per  
"Shanghai."

LANE, CRAWFORD & CO.

Hongkong, 1st November, 1902. [732c]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

### Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and  
Acidity of the Stomach.

VICTORIA DISPENSARY

Late Deakin, Graham & Co., Ltd.

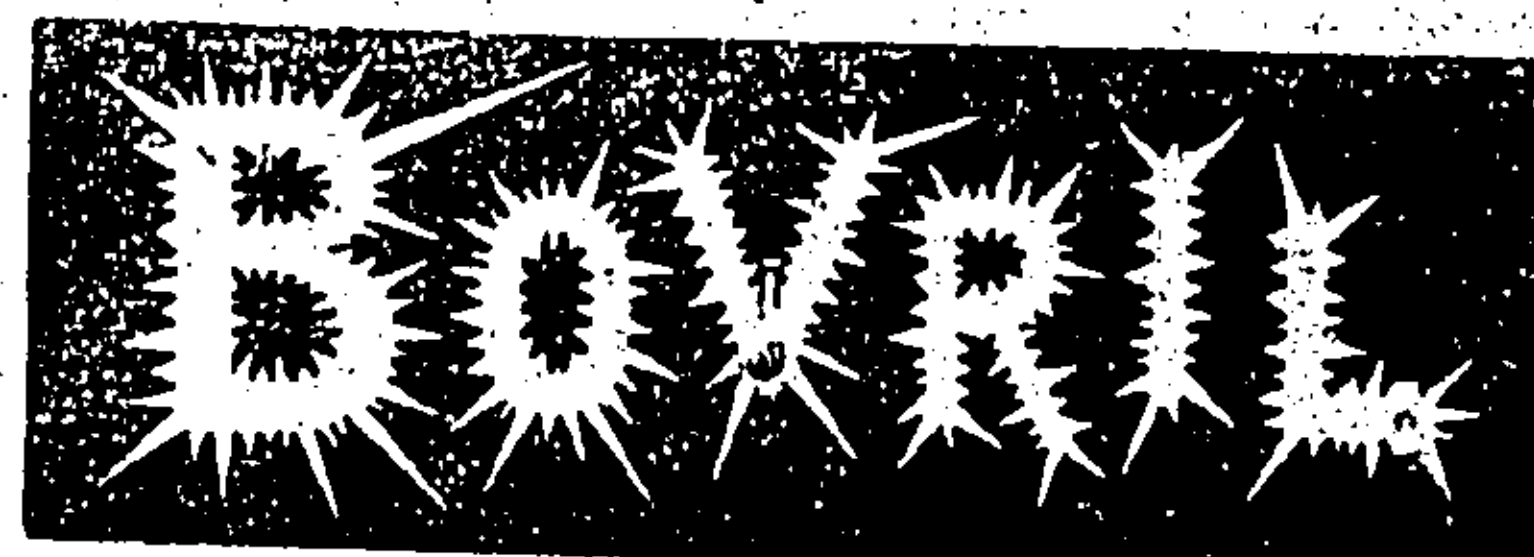
[684]

## Intimations.

### BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable  
feature of the story. The "Lancet" has had frequent references to Bovril in the reports of  
the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has  
had to refer to Bovril to make his story complete. Rudyard Kipling and Baden-Powell  
have written their Bovril stories. Over 500 British hospitals and similar public institutions  
use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains  
the albumen and fibrine, the sustaining properties of the beef. It is this fact, together with  
its absolute purity, that commends Bovril to physicians and scientists, and proves in practice  
what it demonstrates in analysis. [C]



### UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS AND PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quality.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.

SUPERINTENDENT: ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

JAPAN



COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimomoseki, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Tzipeli, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Manada, Matsura,  
Onoda, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkibara and other Coals.  
N. INUZUKA, Manager, Hongkong.

## CHRISTMAS

## HAMPERS.

### ASSORTMENT OF CHOICEST WINES AND SPIRITS.

CHEAPEST AND BEST IN THE MARKET

Apply to

H. PRICE & CO.,

12, Queen's Road.

Hongkong, 19th November, 1902. [952c]

### AQUARIUS COMPANY

All the AQUARIUS COMPANY'S Waters are Manufactured from  
TREBLE DISTILLED WATER. Absolute purity can only be  
obtained by distillation.

AQUARIUS MINERAL WATER.

AQUARIUS SILENT WATER.

AQUARIUS GINGER ALE.

AQUARIUS TONIC.

AQUARIUS LITHIA WATER.

AQUARIUS STONE BOTTLED GINGER BEER.

CALDBECK, MACGREGOR & Co.

SOLE AGENTS

Hongkong, 15th November, 1902. [953c]

## HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1902. [16]







## FOREIGNERS IN THE FAR EAST.

## A TOUR OF OBSERVATION.

Mr. Geoffrey Drage, late M.P. for Derby, who has recently returned to England after prolonged travels in Australasia and the Far East, addressed a meeting at Crews the other day, and in the course of his remarks said it was, above all, necessary, from the imperial point of view, to maintain Lord Lansdowne at the Foreign Office. Lord Lansdowne has re-established the prestige and ascendancy of Great Britain in the Far East by the Japanese alliance and by the Commercial Treaty concluded through Sir James Mackay with China. With regard to the Japanese alliance, it was based on the firmest foundation, that of common interest. By a stroke of the pen we had gained the support of an excellent navy, of an army whose infantry was as good as any in the world, and a warlike nation, with a Prime Minister, Count Katsura, who was not only an excellent soldier but one of the strongest statesmen in the Far East. Our interests in China were the same, and we should find Japan ready to back us, not only in her own immediate neighbourhood, but further afield in Siam and even in Persia, for Japan knew well that the future of Korea was as much at stake in the Persian Gulf as in the Yellow Sea. Nay more, Japan was ready for an underhanding on commercial matters as well as naval and military questions. Mr. Drage then explained the nature of "Jikin," and the great victory involved in its abolition and the substitution of one equitable tax for all the iniquitous exactions of corrupt local administration. We had now a chance of fair play all round, but increasing vigilance would be required to see that

## THE FRUITS OF SIR JAMES MACKAY'S VICTORY

were retained. There had been concessions before; some of them as recent as those so ably obtained by Sir Claude Macdonald, which had remained a dead letter for want of pressure at Peking and elsewhere. The country had not only to keep Lord Lansdowne in office, it had to give continuous support to the British merchants and all the British representatives on the spot. There was nothing foreign Powers feared so much as the concentration of the attention of the English public on definite objects. With regard to British merchants and trade in the Far East, the first thing was to cease waiting here at home about loss of prestige, loss of trade, and the incompetence of our merchants in the Far East. Our prestige never stood higher, and British trade enjoyed an undoubted predominance in the Yangtze Valley and elsewhere in China. Of course, we have to face competition, of course there have been setbacks, but on the whole trade was never sounder, and the English merchants were as able a body of men as you can meet anywhere, and perfectly able to take care of themselves, given fair play.

**SUCCESS OF FOREIGNERS**  
had been much exaggerated. In particular he had come across cases where foreigners had bought up old English ships which were making no profit, at a price which enabled the owners to buy new tonnage and compete favourably elsewhere, while the old tonnage conveyed English goods as before. The continual wall about the downfall of British trade was not only unfounded in the Far East, but it does harm. It encouraged foreigners, it discouraged English merchants, and above all

ASK FOR ASAHI JAPANESE BEER—G. Girault.

discouraged English capitalists from investing. At this moment, out of a total of some 5700 miles of railway concessions granted in China, English firms held 2000 and foreigners 3700. But while foreigners had built about 1000 miles, and had about 1000 more under construction, the English firms had only 10 miles finished. Capital alone was wanted. The concessions held by English firms were among the very best in China. In the battle of concessions we had then done well, and in the question of territory we had done so well that what was wanted was not more territory, but the development of what we possessed. The extension on

**THE MAINLAND OPPOSITE HONGKONG** was most valuable, as he could personally testify, having walked right across it. It gave not only ample room for the further commercial development of that most wealthy colony, but also an admirable exercise ground for our troops and practice ground for the Navy. Then again, the lease of Wei-hei-Wei was most important, and gave great possibilities for the future, which he would not now discuss, as the matter was receiving consideration. He only hoped that the Colonial Office would not ask Mr. Lockhart to make bricks without straw. But this brought him to another point, and that was the necessity of supporting, heart and soul, the representatives of the King, the great public servants in the Far East. There had recently been

## A GREAT CHIEF FOR STRONG MEN.

for men like Lord Dufferin, Lord Cromer, and Lord Pauncefoot. He could assure them that they had lots of capable men on the spot. He could speak from a recollection of Lord Amthill at Berlin, Lord Dufferin at Paris, Sir William White at Constantinople, and Lord Pauncefoot at Washington. For instance, in Sir Ernest Satow at Peking they had a strong man, quiet, resolute, and tenacious, with a thorough knowledge of the Far East and a special knowledge of our new ally, Japan. Sir Ernest had held a series of most difficult posts, and in the short time he has been at Peking, has established the most remarkable position, both amongst his colleagues and amongst the Chinese. They had only to back such a public servant as that and watch his work. Of course he would get the support of his chief, Lord Lansdowne, but he would want the constant support of public opinion if he was to exert the continuous pressure necessary to ensure the promised reforms being carried out. He could assure them, again, there was nothing foreign Governments feared so much as the sustained attention of the English public on a great question or their sustained support of their representative. But Sir Ernest Satow was not the only great public servant in the Far East; there were many other capable men like Mr. Fraser, the Consul-General at Hankow, Sir C. Warren, the Consul-General at Shanghai, Mr. Stewart Lockhart, the Commissioner of Wei-haiwei, not to mention a man who had done excellent work in the past, Sir Claude Macdonald, at Tokio. Much was now heard of

## THE ADVANCE OF RUSSIA

in Central Asia. This was because the Russian position in Manchuria was untenable. The union of the Japanese with Great Britain and the United States about Manchuria had forced Russia to give way for the time, hence the promise to retire from Manchuria; but the works he (Mr. Drage) had seen at Port Arthur, the naval fortress; at Dalny, the commercial seaport; above all, at Harbin, the great engineering town in the centre of Manchuria, made him feel certain they would not retire permanently. This was quite apart from the

ASK FOR ASAHI JAPANESE BEER—G. Girault.

utterances reported of Prince Uchomsky, who ought to know. No! The Russians at the outside would only wait for a more favourable opportunity. Meanwhile they would make it hot for us in Central Asia. For the time being the burden would be shifted to Persia, where England was represented by the most promising of Lord Cromer's pupils, Sir Arthur Hardinge. The questions connected with Persia are vital to our interests in India, and there were signs that not only Japan, but also the United States, felt that English interests there are bound up with their own. There were difficult and dangerous times at hand. It was idle to talk of making sacrifices in one place to Russia, or advances in another to Germany. Neither one nor the other was of the slightest use. They were only looked on as signs of weakness. In his leisure he (Mr. Drage) had been studying foreign naval programmes, and felt convinced that, if we wanted to keep the peace and maintain our commercial supremacy, we

## MUST BUILD BATTLESHIPS.

They were the only arguments which Germany or Russia understood, and the only arguments which could inspire our allies in Japan or our cousins in America with confidence. Of course, the future would bring epochs of commercial depression, but on the whole there was every sign of peace and prosperity before the country if only they would keep their Navy strong, and stand by their fellow-countrymen and their allies.

## THE "BLACK SHEEP" OF THE MERCHANT SERVICE.

We hear so much of the drunkenness and insubordination of the British sailor that it is refreshing to find someone to speak a good word for him. The Marquis of Graham, who has served in all grades of the Merchant Service, and therefore knows what he is writing about, points out in the *National Review* that the foreign sailor is more of a black sheep than his British comrade. He takes the case of the Port of Glasgow, and shows that though the number of British sailors visiting that port is over 50,000 per annum, against some 4,700 foreigners, the percentage of prosecutions and convictions for insubordination and crimes of violence is all against the latter. Thus, though 40 per cent. of the Britishers are convicted for drunkenness and 56 per cent. for crime, the percentages in the case of the foreigners are 1.23 and 1.4 respectively; only 11 per cent. of the British seamen at Glasgow are convicted of crimes, such as assault and insubordination, against 51 per cent. of the foreigner. This is, as the *Reporter* remarks, a gratifying tribute to the temperate and law-abiding character of the British sailor, who, in the hands of officers who know how to manage him, is without doubt the best seagoing material existent.

## ST. JOSEPH'S COLLEGE, HONGKONG.

**OWING** to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. **THE CHRISTIAN BROTHERS.** Hongkong, 22nd November, 1902.

## Imitations.

WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor.

THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Volp and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION No. 1** is a remarkable remedy for all the ailments of the digestive system, such as indigestion, flatulence, constipation, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other drastic remedies. It restores the normal function of the digestive system, and is found astonishingly efficacious, affording prompt relief in all cases.

**THERAPION No. 2** is a powerful remedy for all the ailments of the urinary system, such as catarrh, cystitis, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other drastic remedies. It restores the normal function of the urinary system, and is found astonishingly efficacious, affording prompt relief in all cases.

**THERAPION No. 3** is a powerful remedy for all the ailments of the nervous system, such as neuritis, neuralgia, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other drastic remedies. It restores the normal function of the nervous system, and is found astonishingly efficacious, affording prompt relief in all cases.

**THERAPION** is a powerful remedy for all the ailments of the blood, such as anaemia, chlorosis, and all diseases for which it has been too much a fashion to employ mercury, arsenic, and other drastic remedies. It restores the normal function of the blood, and is found astonishingly efficacious, affording prompt relief in all cases.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. (144d)

## RIGAUD'S White Violet EXTRACT

This fugative and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co. 10,000 White Violets equal each bottle of Rigaud's Extract. PARIS.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 21st Nov., at Daylight.
J. S. Thompson	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st Nov., at Noon.
YAMAGUCHI MARU	COLOMBO	FRIDAY, 21st Nov., at Noon.
S. Yoshikawa	COLOMBO	FRIDAY, 21st Nov., at Noon.
KASUGA MARU	MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	THURSDAY, 27th Nov., at 4 P.M.
H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Nov., at Noon.
KUMANO MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 29th Nov., at Daylight.
E. W. Haswell	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 2nd Dec., at 4 P.M.
WAKASA MARU	KOBE and YOKOHAMA	TUESDAY, 2nd Dec., at Noon.
J. W. McMillan	KOBE and YOKOHAMA	FRIDAY, 5th Dec., at Daylight.
IYO MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
S. J. C. Parsons	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
T. Murai	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
BINGO MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
T. Davies	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.
K. Kori	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 5th Dec., at Noon.

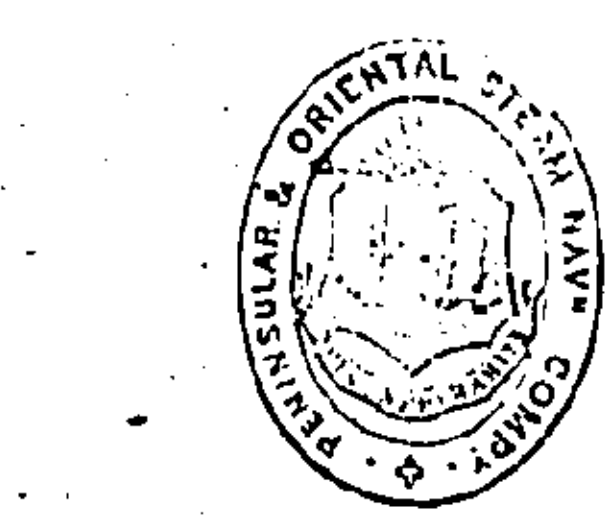
\* Through Passenger Tickets issued by the Principal Office, 104, The United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ALM. Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class. Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MURRAY.

Manager.

Hongkong, 18th November, 1902.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA, CANAL and SOUTH AFRICAN PORTS.)

## THE "MASSILIA"

Captain G. W. Cockman, R.N.R., carrying 1,000 Tons of Mail, will be despatched from this port on SATURDAY, the 22nd instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, after Cargo for London, &c., will be conveyed by Batavia with Transshipment.

Passengers will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 11th November, 1902.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03.
Glenogle	G. E. Wargner	3,750	Dec. 6
Tacoma	A. Dixon	2,811	Dec. 13
Tremont		9,606	Dec. 17
Victoria	J. Pantou	3,502	Jan. 3

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 14th November, 1902. 1874d.

## F. BLACKHEAD &amp; CO.

## SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

## PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

## SOLE AGENTS FOR HARTMAN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c.

## SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

## EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

## REASONABLE PRICES.

Hongkong, 11th May, 1902.

## FOR SALE.

## ONE BROADWOOD PIANO.

Apply at ROOM No. 146, Hongkong Hotel, Hongkong, 7th August, 1902. 1864d.

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. J. SAKATA), DENTIST, No. 1, Queen's Road Central, Hongkong, 2nd January, 1902.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

## ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st December, 1902, at 1 P.M., the Company's Steamship "SYDNEY," Captain Nègre, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Polynésie*, which vessel takes on her Passengers and Mails leaving that Port on the 13th December direct to St. Paul, St. Denis and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Specie and Parcels until 3 P.M. on the 30th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th November, 1902. 11004d.

## To be Let.

## TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGH ON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LTD. No. 8, Queen's Road West, Hongkong, 20th October, 1902. 11104d.

## TO LET.

WESTLEY, UPPER RICHMOND ROAD. Apply to LAU CHU-PAK, C/o A. S. WATSON & Co., Ltd. Hongkong, 15th October, 1902. 11035d.

## TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902. Apply to E. JONES HUGHES, Hongkong, 7th October, 1902. 11033d.

## TO LET.

HOUSES IN CLIFTON GARDENS, COMBUT ROAD, WRIGHTON, Praya East. HOUSES at CAUSEWAY BAY, facing the Polo Ground. "THE RETREAT"—MR. KELLET, No. 2, RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 17th September, 1902. 1209d.

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 28th May, 1897. 125

## For Sale.

## FOR SALE.

ONE BROADWOOD PIANO. Apply at ROOM No. 146, Hongkong Hotel, Hongkong, 7th August, 1902. 1864d.

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. J. SAKATA), DENTIST, No. 1, Queen's Road Central, Hongkong, 2nd January, 1902.



# SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU get it for the Lowest Price at which such a machine can be furnished. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's offices. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

## THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

64, ELGIN ROAD, KOWLOON.



## Intimations.

**A. S. WATSON**  
AND CO., LTD.

ESTABLISHED 1854

# AERATED - - - - WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

## GUARANTEEING ABSOLUTE PURITY.

### ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & Co.,**  
LIMITED.

The Hongkong Dispensary.

Chemists and Druggists by Appointment to H.E. the Governor and Household.

TELEPHONE NO. 236.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣

17A, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902.

**GEO. PATTON & CO.**  
Have for Sale a large Consignment of  
H. W. JOHNS & CO.'S

ASBESTOSCEAL SECTIONAL PIPE  
COVERING, ASBESTOSCEAL SHEET  
and PAPER for covering BOILERS and  
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS,  
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS, and  
FIRE-PROOFING MATERIALS.

MODERATE COST.  
EFFICIENT. DURABLE.

Estimates and Samples furnished on  
application.  
11, Beach Road, Arcade, (First Floor),  
Hongkong, 3rd October, 1902.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 19, 1902.

### PIRATICAL OUTRAGES IN THE KWANG PROVINCES.

The *Daily Press* came out this morning with a leader on the shocking state of affairs obtaining in the waters of the neighbouring provinces of Kwangtung and Kwangsi which culminated a few days ago in a piratical raid on a vessel by which an old servant of the British consular authorities was proceeding, with his wife, on a visit to this colony. Our contemporary lays the blame on the Chinese authorities and would lead the unsophisticated to imagine that the best way of thoroughly cleansing the Augean stable is to rely on the Chinese authorities to "police her own river" and urge her to do so without delay. We beg to differ with the *Daily Press* for it is by this time, at all events, well known that to look to the Chinese authorities for the repression of piracy is worse than useless, and that to depend on vigorous remonstrances is merely an official dodge to avoid responsibility and a means of letting the excitement and indignation caused by the dastardly conduct of gangs of ruthless and demoniacal marauders to die out. This sort of thing has gone on too long, and although the policy of "shuffle" has been carried to the utmost limits of endurance yet the *Daily Press* seeks to induce the public to believe that the British authorities have little or no right to take an active—in fact, any steps which to them might seem desirable—part in freeing the waters of the Kwang provinces from the scourge of piracy and brigandage. Now, we do not propose to enter into a lengthy discussion of our contemporary's statements. The matter in hand calls for prompt action and elucidation of British rights in the premises. Firstly, then, as regards the doing to death of the late Mr. Evans. We submit that a Coroner's inquest on the body should have been held and every effort made to obtain the fullest particulars not only of the raid on the junk but what were the circumstances surrounding the whole affair. Why should Mr. Evans have taken his departure from Canton in a junk? From whom was the junk obtained; at what price, and by whom? Who suggested the trip in a junk? Was it generally known in the Shamen that Mr. Evans was about to leave in a junk with his wife and her jewellery? Were there any persons in the Consulate at Canton or in Shamen who could reasonably be supposed to bear ill-will towards the deceased? What does his wife remember of the raid? Can she identify any of the ruffians who shot her husband to death? These and scores of other questions could properly have been put by jurors at a coroner's inquest. Was an inquest held? If so, who represented the widow and children, and why was not the Press of Hongkong notified in time to send reporters to take a full note of the proceedings? We contend that this deliberate and brutal murder of a British subject in waters which we have the right to police in any way we see fit, is a public matter and should not be kept within the four corners of a private British investigation. The fullest publicity should be given to every item of evidence procurable, as well as to the correspondence on the subject which passes between the British Consul General and the Canton authorities. Also, it would be well if Mr. SCOTT, our Consul-General at Canton, be given a free hand to deal with this very serious affair immediately and fully. It should not be allowed to drag over months of negotiation in Peking, but should be settled promptly on the spot, and reparation obtained. That the Chinese authorities are responsible we do not deny, for Articles 18 and 19 of the Tientsin Treaty provide:

(a) The Chinese authorities shall at all times afford the fullest protection to the persons and property of British subjects, wherever these shall have been subjected to insult or violence. In all cases of incendiarism or robbery, the local authorities shall at once take the necessary steps for the recovery of the stolen property, the suppression of disorder, and the arrest of the guilty parties, whom they will punish according to law.

(b) If any British merchant-vessel while within Chinese waters be plundered by robbers or pirates, it shall be the duty of the Chinese authorities to use every endeavour to capture and punish the said robbers or pirates, and recover the stolen property, so that it may be handed over to the Consul for restoration to the owner.

Of the other hand, the same Treaty gives the British Naval Authorities carte blanche to hunt down pirates in any part of China, Art. 52 laying it down that "British ships of war coming for no hostile purpose, or being engaged in the pursuit of pirates, shall be at liberty to visit all ports within the dominions of the Emperor of China, and shall receive every facility for the purchase of provisions, procuring water, and, if occasion require, for the making of repairs." The commanders of such ships shall hold intercourse with the Chinese authorities on terms of equality.

Moreover, the next article, fully recognises the right of the British to the waters of the Chinese to come with it, for it states: "In consideration of the injury sustained by native and foreign commerce from the prevalence of piracy in the seas of China, the high contracting parties agree to concert measures for its suppression." We should like to know what efforts, if any, have ever been made in the direction of "concerting for the suppression of piracy" in the waters of the Two Kwangs. That any efforts made have been absolutely void of effect is beyond question, and we therefore feel justified in demanding that action shall be taken without any further procrastination; for if we wait for the Chinese Government to police the waters and fail to avail ourselves of 'reaty Rights in the premises we are giving a good opening to commercial rivals, who are ever seeking opportunities to establish interests in the Kwang Province for the protection of lives and property, which there is only too much reason to fear would lead to a repetition of past experiences, that might prove especially disadvantageous to British interest in Kwangtung and Kwangsi.

**LOCAL AND GENERAL.**  
AN EX-BAR ROY, of the Derbyshire Regiment, was sent to prison for six weeks for stealing a cash box with \$11.50 belonging to the Canton at Murray Barracks.  
JAPAN-CHINA BANK: The Japanese Financial Department will introduce a Bill in the next session of the Diet for the establishment of a Japan-China Bank.  
SILVER DOWN: On the 12th inst. the government rate on silver in Manila had reached 2.50, the lowest mark touched in the disastrous decline of the white metal.

EVACUATION OF SHANGHAI: The *Echo de Chine* still disbelieves in the evacuation of Shanghai, in spite of the Reuter telegram, and considers that nothing justifies the evacuation at this moment.

JAPANESE TROOPS AND SHANGHAI: The Commander of the Japanese troops in Shanghai is reported to have received orders to have everything in readiness for embarkment of his troops on the 22nd instant.

COSTLY FIRE AT YOKOHAMA: A disastrous fire broke out at Yokohama on the 9th inst. in Messrs. Siler, Wolff & Co.'s godown. It contained silk, etc., and the loss, which is covered by insurance, is estimated at a million and a quarter yen.

A TYPHOON has destroyed hundreds of little towns in the Philippines. The path of the storm was not confined to the coast, but reached inland for many miles and covered all of the territory from the China waters as far east as Dagupan and Tarlac, the southern extremity of the typhoon.

CAUGHT BY AN EXPRESS: The *Chief of Police* reports that five Russians at Port Arthur got away by train with jewellery, etc., to the value of 25,000 roubles from the store of Kunst and Albers. An express engine was sent after them and they were brought back with their booty.

A "HOPELESS" NATION: Lady Henry Somerset has arrived on the Minneapolis. Interviewed on her arrival, she said: "I am really ashamed to tell the American people about the deplorable state of England. It has become a nation of drunks, and it seems hopeless to work for its reformation."

WARREN'S CIRCUIT reproduced an entirely new programme last evening before a large attendance. The performance was much enjoyed, the new turns eliciting loud applause. The final item was a laughable sketch, entitled, "Fun in a School," which ensured long and loud laughter from one and all.

PORT ARTHUR THEATRE BURNED: Five has totally destroyed the theatre at Port Arthur, says a *Shanghai Times* cable of the 14th inst. It was the only place of entertainment for the foreign community, and had a seating capacity for about 1,000 persons. The property carried no insurance.

LORD MILNER AND INDIA: Although the rumours of Lord Milner's recall have received emphatic official contradiction, information has been received at home to the effect that Lord Milner will be in England in the beginning of the year and that next autumn he will succeed Lord Curzon as Viceroy of India.

MARLBOROUGH MAY VISIT CHINA: According to a London cable the list of invited visitors to the Delhi Durbar has been revised by the names of the Duke and Duchess of Marlborough, for whom passage has been engaged for Dec. 10. A trip to Simla, the Duke's birthplace, is projected, and will be made after the Durbar should weather not forbid. Return to England may be made by way of China and Japan.

A HOME FLEET TO BE FORMED: "I believe," says the London correspondent of the *Liverpool Post*, that the Admiralty may initiate a change in the constitution of the Home Fleet. The Channel Squadron is being more and more subsidiary to, or at least associated with, the Mediterranean Fleet, and it is consequently deemed necessary to have a strong home squadron of battleships and cruisers. This means that in future there will be three strong fleets in European waters.

AMERICA MARU IN A STORM: According to a letter received from Hawaii, the *America Maru* which left Yokohama for San Francisco, via Honolulu, on the 6th ult., encountered a heavy gale the day after leaving the port. Warning of the gale was received at the time of her departure, so every preparation had been made to meet it. Towards 4 o'clock in the afternoon of the following day, the barometer fell to a reading of 28.1. Such a fall in the barometer had never before been known during the long experience of Captain O'Neil, and was regarded as most critical. The weather, however, happily began to improve towards midnight. During the gale a Japanese boy was blown against an iron door and fractured his skull, dying on the spot. Damage was sustained to one of the cabins, and four Japanese passengers narrowly escaped being washed overboard. The steering gear was also completely smashed. Confusion reigned on board of the vessel for a time, but good order was maintained by the exertions of the captain and the crew. *Japan Daily Herald.*

UPWARD LETTERS by the Siberian route will be sent by the *Chief of Police* to the *Post Office* officials were quick in the delivery of the mails from the *India*, which arrived at 10.15 on Monday night. The staff worked till midnight, and recommenced sorting operations at seven o'clock the next morning, with the result that the entire mail was finished by eleven o'clock. In fact, we got our papers an hour before that time.

CONCERT AT THE KOWLOON INSTITUTE: Last night a most enjoyable concert was held at the Kowloon Institute. The entertainment was arranged by Mrs. Woodcock, who was assisted by Mrs. Seth, Miss Barker and the Misses Sell, and Messrs. G. A. Woodcock, C. and J. Hance and C. Foster. Miss Barker acted as accompanist.

FIRE AT THE KOWLOON DOCKS: Late last night a fire broke out in a warehouse at the Kowloon Docks. A large body of men from the German gunboat *Ther*, which is at the docks, promptly extinguished the fire without difficulty. The damage done was not great. The cause of the outbreak is said to be due to a red hot rivet which fell on to the material.

CANTON RIVER PIKARIES: We understand that Mr. W. Waters, of Hongkong, is proceeding to Canton to see the Vice-Consul in connection with the recent case of piracy on the River. It is well known that he is closely acquainted with the position of affairs and is a competent person for dealing with the difficult problems. This has been considered and thought most feasible and no doubt when the authorities come to view the matter they will see that the proposals are such as to warrant their being put to the test.

HORSE CHARGED BY BUFFALO: Yesterday afternoon a native mafao was taking some of Mr. Tomlin's horses to the races in the Kowloon. As soon as the buffalo caught sight of the animals it commenced charging them and soon injured one of them on the shoulder. One of the frightened horses got knocked against a stable door and was killed. The buffalo driver was brought before Mr. J. H. Kemp this morning in connection with the affair, but was discharged.

AN ABSENT JUROR: "Previous to the opening of this morning's sessions, Mr. H. F. Carmichael, who absented himself yesterday was called upon to give an explanation. He explained his absence, and said that he was prevented from attending owing to the breakdown of the engine of his launch, while he was at Yau Ma Tei. He did not get over in this side till 11.30 and he thought it was useless for him to attend. His Lordship accepted the explanation, and asked Mr. Carmichael to sign an affidavit setting out the explanation given."

BY KIND PERMISSION OF Col. Bremner and Officers of the Band of the 33rd Burma Infantry will play the following selections at the Kowloon Hotel's Garden on Thursday, 20th inst., from 7.30 to 9 p.m.

March: "My Old Dutch" Williams.  
Overture: "Kismet" Kiefer.  
Selection: "Songs without words" Mendelssohn.  
Lancers: "The Fiddler" Scott.  
Selection: "Hibernia" Greedy.  
Valse: "El Dorado" Royle.  
Galop: "Wanderlust" Faiss.  
God Save the King.

RECORD TIME FOR RESCUE: Passengers of the Hamburg-American steamship *Augusta Victoria*, which arrived at New York on October 3rd from Hamburg, had a practical illustration of life saving at sea. The vessel was in mid-ocean, speeding along at a nineteen knot gale, when the sudden, electrifying alarm of "Man overboard" was heard. A half minute later the great liner was quivering to the impulse of her backing engines, while active seamen were swarming her starboard life boat overboard. The boat splashed into the water, the moment head-way was checked. Pulling swiftly to where a hot and thrashing swimmer showed above the water, the half-strangled swimmer was gotten on board. Twelve minutes later the vessel was steaming full ahead—record time for a rescue.

A TRAGIC INTERRUPTION TO A FEAST: On Thursday Mao Tsai, the Chief Commissioner of the Kiangnan Arsenal, gave a feast in that establishment in honour of Chao Tsai, a protégé of Viceroy Chang Chih-ling and a lately transferred by Imperial decree from the prefectship of Hangchow, Chekiang, to that of prefect of Changsha, Hunan. According to the *N. C. D. News*, many of the principal substantive local Mandarins as well as retired officials residing in the Shensi had been invited to meet the guest who was on his way to his new post. Everything was going on pleasantly at the feast, hastily reigned and staid etiquette was being cast to the winds when suddenly Chao Tsai's face was observed to grow ashy pale, the chopsticks which he held in his right hand gradually slipped from his fingers and he himself fell over with his head lying sideways on the table. The table official had been suddenly taken away by failure of the heart. All was confusion and consternation and the other guests quickly left the scene of the sad catastrophe. The saddest part of it is Chao Tsai had not brought this family with him, they being still in Hangchow.

ACCIDENT TO A LOCAL MEDICO: Yesterday afternoon as Dr. Harston was driving down to Quarry Bay in a pony trap he met with a very nasty accident. Between the Metropolitan Hotel and the Refinery, the pony suddenly shied and took fright at two approaching bicycles, which two sailors were riding. The doctor was thrown from the trap, and sustained bruises to his right side and hip. The pony rushed along, and in its mad flight knocked a Chinese girl over, and fractured her legs. The doctor was immediately placed on board one of the Refinery launches and brought back to the town, where his wounds were promptly attended to. We are informed that he will be able to resume his duties to-morrow. The child was removed to the Civil Hospital for treatment.

NAVAL NOTES.  
H. M. S. *Tulagi* came out of dock this morning. The Japanese cruisers *Tokido* and *Arima* left for Japan yesterday.

H. M. S. *Torpedo boats Fame, Flor, and Whiting*, arrived from Shanghai yesterday.

The Italian cruiser *Puglia* left for Shanghai this morning.

ARMY NOTES.  
The s.s. *Bombay* arriving on 17th inst. has 27th inst. brings out eleven married families for the 1st Battalion of the Foresters.

Capt. Price Williams, of the Army Service Corps, has been appointed to Hongkong, and is due about the middle of December.

COTTAM & CO. FOR WASHINGTON

COTTAM & CO. FOR PANAMA HATS

COTTAM & CO. FOR SUN HATS

THE CRIMINAL SESSIONS  
CONTINUED TO-DAY.

The Criminal Sessions were resumed this morning before His Honour Mr. W. M. Goodman. The sentence, deferred yesterday afternoon, on the two prisoners connected with the San-ai-up armed robbery case, was passed, each of the men getting five years' hard labour and to receive twenty strokes of the birch.

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The Attorney-General, instructed by Mr. H. Denney, Acting Crown Solicitor, appeared on behalf of the Crown, and Mr. Ferris, instructed by Mr. J. S. Harston, appeared for the prisoners.

During the cross-examination, the poor child who appeared sickly weak, and bore evident signs of her recent torture, gave way entirely and elicited his deepest sympathy.

The first witness to be called was Chiu Koi, a cane splitter, who described, at great length, the trials of the child, and who was evidently instrumental in relieving her from her suspended position.

Wong, Lan Pau, the Chinese teacher of the Diocesan Home, and his wife, also gave evidence relative to the treatment of the child.

This concluded the evidence, and both the Attorney-General and Mr. Ferris addressed the jury very ably, respecting the case. In summing up, His Lordship dwelt on the main facts of the case, and after a lengthy speech, asked the jury to consider their verdict.

After a lapse of about ten minutes the jury returned a verdict of guilty on the whole five counts respecting the woman, and the man guilty only on the first count.

His Lordship passed sentence:—Ten years' hard labour on the woman, and seven years' hard labour on the man.

EMBEZZLEMENT.  
Lo Kwai Ting, a shoof of the Hongkong and Shanghai Bank, was indicted for embezzling \$4,412.50 cents. He pleaded not guilty, and was defended by Mr. Ferris, instructed by Mr. H. Denney. The Attorney-General proceeded on behalf of the Crown. The following jury was sworn:—Messrs. R. W. Houghton, G. H. Edwards, H. M. Ba to, A. A. de Jesus, S. Marcovich, W. Evans and H. J. Jestrup.

REFORMER'S BLACK OUTLOOK.  
HANDED OVER TO THE CHINESE GOVERNMENT.

Before His Honour Sir W. Meigh Goodman (Chief Justice) yesterday afternoon an application was made in the matter of *Lui Tze alias Lui See alias Toa Tze*, who was ordered by the Acting Assistant Police-Magistrate, Mr. E. D. C. Wolfe, on the 4th inst. to be handed over to the Chinese Government for trial in connection with an armed robbery at the expiration of 15 days.

Mr. H. E. Pollock, K.C. (instructed by Mr. G. K. Hall, Brutton, of Messrs. Mounsey and Brutton, solicitors), appeared in support of an application for a writ of *habeas corpus*. The man Liu Tze, he said, had been charged before the Acting Assistant Magistrate, Mr. E. D. C. Wolfe, with an offence against the laws of China, and an order for his extradition had been granted. Under section 17 of the Chinese Extradition Ordinance, 26 of 1889, it was provided that a person to be extradited should not be a subject of the country to which he is to be sent, and that the time for a writ of *habeas corpus* should be applied for within 15 days after the date of the arrest.

The order of the Magistrate was made on the 4th of this month and therefore the 15 days were now about expired. The party who was moving in the matter was a brother of the man who was now in prison, and was not in Hongkong when these proceedings were before the Magistrate. The reasons for the application being made were, first, as would appear from the affidavit, that the wrong party had been got hold of, and, secondly, they generally submitted that it was clear upon the facts of the case to justify a committal.

There was a very considerable interval of nearly three years between the time of the robbery and the time of the arrest, the crime having been committed on 15th September, 1899. The man had been in China for 32 years.

His Lordship said he did not see why a man who had been in China for all that time should object to being sent to be tried by the laws of his own country.

Mr. Pollock remarked that there was a very good reason in this case, as the man was a reformer. There was considerable doubt therefore whether he would meet with justice at the hands of the Chinese authorities. With regard to his identification the man was a luncheon, a fact which did away with all identification. All that was to be done was for the Chinese mandarin to say to the witnesses, "There is a reward offered for the arrest of the robbers of your shop; now there is a man down in Hongkong whom we want arrested; go down and identify him; you will easily know him, for he is a luncheon." This was an easy way for the Chinese Government to get a reformer back in their clutches. He submitted there was a case for further inquiry being held.

His Lordship said that the man had been committed upon the evidence of the managing partner of the shop that was robbed, and his identification of him as one of the robbers. It was bound to say that such evidence was the kind upon which they often went in securing convictions in that court. Therefore he did not see how this man had anything to complain of, nor did he see any reason for a writ of *habeas corpus* being granted.

Mr. Brutton in the affidavit stated that the evidence given in the case was not such as would commit a man to the Supreme Court. His Lordship did not agree with that statement at all, and in the circumstances he must decline to grant the writ.

BIG BLAZE IN WINGLOK STREET.  
Shortly after one o'clock this morning the police received information that No. 15 Winglok Street, a piece of goods shop, was ablaze. The Fire Brigade, under the supervision of Mr. A. Mackie, Chief Inspector, was soon on the scene, and all the available main and auxiliary ladders were quickly turned on.

The fire, however, got such a hold that it was not until 1.15 that the fire was brought under control. The fire was caused by a gas lamp which was overturned and set alight.

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## TELEGRAMS.

(Reuters.)

## The Loss of the "Elingamite."

LONDON, November 17th.  
No further details are yet to hand. Thirty persons are still missing.

## The Attack on the King of the Belgians.

Rubino, who attempted the assassination of the King of the Belgians, is an avowed anarchist. Photographs of all the Belgian royalties were found on him, and although he declares that he had no accomplices, it is believed that the crime was organized by the anarchists in London.

## The Death of Prince Edward of Saxe-Weimar.

H. H. Prince Edward of Saxe-Weimar died from appendicitis.

## The Moorish Throne.

The pretender to the Moorish throne has been captured at Fez by the Sultan's troops.

## A Military Scandal.

Lord George Hamilton, in reply to Major F. C. Rasch, M.P. for Chelmsford, said that the punishment imposed on the 9th Lancers consists of the stoppage of all leave to both officers and men, except the sick, until the 1st June, 1903.

The punishment has been inflicted by the Government of India owing to an assault committed on a native, who subsequently died, the circumstances of the case making it reasonably certain that the deceased's assailants were men of the regiment.

## WATER RETURN.

Level and storage of water in Reservoirs on the 1st November.

LEVEL.	1901.	1902.
Tylian.....	20' 8" below	8' 11" below
Pokfulam.....	12' 8" below	11' 5" below
Wong-nai.....	31' 10" below	4' 5" below
cheong.....	overflow	overflow

STORAGE GALLONS.	1901.	1902.
Tylian.....	234,147,000	312,610,000
Pokfulam.....	38,740,000	41,350,000
Wong-nai.....	3,557,000	...
cheong.....	...	...

Total... 276,447,000 353,960,000  
Consumption of Water in the City of Victoria and Hill District during the month of October, 1901, 1902.

Consumption.....	1901.	1902.
Estimated population.....	124,374,000	122,811,000 gallons
per head.....	18.7	18.3 gallons
per day.....	...	...

Consumption of Water in Kowloon Peninsula during the month of October, 1901, 1902.

Consumption.....	1901.	1902.
Estimated population.....	37,200	58,500
per head.....	10.7	10.6 gallons
per day.....	...	...

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

## MACAO NOTES.

(From Our Own Correspondent.)

## THE PAK-COP-PIU LOTTERY.

Monopoly was put up to public auction to-day and was let to a Chinaman, or rather a Chinese syndicate, for the sum of \$145,200. The old monopoly expires this year and is worth only \$74,900; the local Government therefore benefits to the extent of \$70,300 by the new firm. The gambling and opium firms have added considerable increases to the revenue of the colony which now amounts to over a million yearly. In view of allowing the colony's resources to be drained to its last dollar in helping Timor to pay its way, a large proportion, if not all, of its surplus revenue should be devoted to improving the harbour and other important and no less needed public works. To enumerate a few the following must be placed at the head of the list:—a proper water supply, an improved drainage system, and better street lighting. A revised scale of salaries beginning with the lower grades of the civil service is a crying necessity. The increased cost of living throughout the East is no less keenly felt in Macao, where the value of rent and every article of commodity has enhanced in price quite out of all proportion to the penurious wages paid out to the employees of Government for whom it is now just possible to get on with a ha-d-to-mouth existence. The payment of better salaries to the upper grades of officials would also produce a salutary effect in securing for the administration of the colony officials, generally speaking, of a higher order.

## A DEPARTING OFFICIAL.

In the projected departure, on promotion, of Captain J. E. Rodriguez, Protector of Chinese, to Timor the colony loses a popular and energetic official, whose tact and firmness have done much to preserve the good relations between the Chinese community and the Government. In testimony of their appreciation of Capt. Rodriguez's worth the Chinese have erected two scaffolds on the water front near the steamers' wharf preparatory to certain pyrotechnic display in honour of the departing official.

## A HISTORY OF MACAO.

To Mr. C. A. Montalto de Jesus the colony is indebted for the first authentic and complete history of Macao. It is a comprehensive work, embracing the whole period of Portuguese intercourse with China, commencing from the days of the establishment of the very first Portuguese settlement in the region.

## EXPLOITATION OF LANDS.

By a recent proclamation, the properties known as Santa Sancha and the summer house of Maria Philippa have been removed from the ban of the original proclamation under which the land westward of the Boa Vista Hotel was resumed last year.

## FOOTBALL.

H.K.F.C. v. H.V.S. "CRUZZY."

At half-past four to-morrow afternoon, on the Happy Valley, the Hongkong Football Club first XV will play H.V.S. "Cruzzy" under the following will play for the Club:—Campbell, full back; Arthur, Purser, Graham and Lutherford, three-quarters; Jordan and dham (Thornhill), halves; B. Rice, Wolfe, Copen, Chard, Knox, Leonard, Crane and Clark, forwards.

## CANTON NOTES.

(From Our Own Correspondent.)

Canton, November 17th, 1902.

I would take a lot of space to tell of all the robberies committed. Every day new ones are reported, and in most cases some one is killed or wounded. Yesterday Li Ka Cheuk, the Shui Tak magistrate, sent his soldiers to scatter a large band of robbers who have been giving much trouble in his district. There were over one hundred of them all well armed. They showed a stubborn resistance, and four of the soldiers were killed, and five others were badly wounded. Several of the robbers were killed, and others were arrested.

## DR. RAZLAG AND THE LEPROSERS.

I have mentioned several times that Dr. Razlag is working for the lepers. Several have been under his special treatment and have shown wonderful improvement. He is still at work, and is confident that if his directions are faithfully taken according to his directions a cure can be effected. Nor is there anything secret about his methods or his treatment. He does his work openly and scientifically. Medical men are welcome to examine all he does. Just now he has invited a number of doctors to come together and receive instruction regarding his treatment of leprosy. Dr. Razlag is carrying on this work at his own expense.

## SCARE AT CANTON.

GATES CLOSED EARLY AND TIGHT.

November 17th, 1902.

Writing from Canton yesterday, our correspondent says:—Last night the city gates were shut tight, and at a very early hour. The reason given for this unusual step was that yesterday a telegram was received by the British Consul and the Viceroy to the effect that several hundred robbers would soon arrive from Hongkong, and would begin operations in the New City. Whether or not a telegram has been received the Chinese certainly had some intimation that some trouble was threatened. The shutting of the gates early, and as tight as they were last night, only occurs when something serious is expected. It will be remembered that about seven years ago, when the Sun yat was planning some mischief, a telegram to Dr. Sun found its way to the consuls and the Viceroy, and spooked the name. That telegram also to a number, also 400, men who had boarded one of the steamers, and who were not able to give a straight account of themselves. Further developments will be watched with interest.

## PIRACY IN THE KWANGS.

ITS EFFECTS ON TRADE AND OFFICIAL CULPABILITY.

Piracy is a well organised business in the provinces of Kwangtung and Kwangsi, and it is carried on in the most barefaced manner imaginable. No attempt is made to suppress it and it is regarded by the native officials as an evil that cannot be eradicated. They therefore permit it to grow and flourish amazingly, and, if I am correctly informed, as I believe I am, many officials pay "peace money" to the chiefs—that is, they give them money to secure themselves and families from attack and quietude in their respective jurisdictions—while others who are in a position to molest but not exterminate gangs receive bribes from the desperadoes from time to time to secure immunity from attacks. There can be no doubt that some officials are not above compounding with them after punishing the inmates of some of the numerous horrid nests in the Delta and other waterways. The whole system of piracy is well understood by the officials, who, judging by the facts, regard it as an industry—an undesirable one no doubt, but nevertheless an industry that flourishes in the Southern provinces and is profitable to those who engage in it, and can be made a source of revenue for the military mandarins. Some of the officials in Canton and the Delta could be induced to disclose their knowledge of the pirates' lairs, their system of spies and scouts, their artful means of making money anyhow, their tyranny, barbarity, and impudence, and so on so far as to reveal even a tithe of the information respecting the reasons for guard-boats, stationed ten or twelve miles apart along the whole length of the river, putting a stop to piracy, the informant on this point would fill a pretty large volume and be exceedingly interesting.

If the officials of the southern provinces had the will to put down piracy they could greatly diminish the ranks of the lawless ruffians who now carry on a cruel and relentless war against society. They are social parasites of the worst type, but the officials seldom hunt them and are not often successful when they pick up enough courage to make a raid, so half-hearted and badly organised are the "braves" who, after much boasting, go forth to attack them. The whole business is mixed up in so much dishonesty, bribery, corruption, and duplicity that it really seems to be a question whether the petty official is in charge of river guard-boats, and some of the military mandarins and district magistrates and their underlings, are not themselves large gainers by reason of the "insecurity of life" and property. It is at least a fair inference to draw from the scandals and "peace state of affairs" that in Kwangtung and Kwangsi, for there would be much less seen and heard of piracy in the Delta and on the West River and its large tributaries if it paid the officials to make the protection of the unfortunate, down-trodden people in a slight degree commensurate with the extortion to which they so tamely submit. Low-bred rascals, the offspring of the dregs of society, born and brought up in pirate villages, and driving criminals who flee from large towns and join the pirates because their heads are "wanted," are undoubtedly a danger and become possessed of large sums of money that would in the ordinary course be used in trade, either wholesale or retail, but this educated professional "squeezers" who sit in high places and tax the law-abiding people to the utmost limit of endurance, and who do not desire to see order evolved out of chaos, but their opportunities for plundering the people are curtailed, and who even connive at practical raids, are a much greater obstacle in the way of the development of trade, and a greater impediment to the elevation of the masses, and a more difficult gang of looters to bring to

book than the pirates to whom they so glibly refer in terms of the utmost horror and disgust. A well organised crusade against the pirates of Kwangtung would soon result in the death of scores of them and in the reign of terror in the Delta coming to an end and the whole villages were bound to be safe. The officials do not try to put it down and so it flourishes. It is an unmistakable indication, I submit, of official impotence, corruption, and nauseating duplicity. Is it to be supposed that cargo-boats, trading junks, passenger boats and launches, would carry cannon on deck and small arms below if it were unnecessary. The fact that they do carry cannon, that they do go armed, that they are constantly in fear of attack by pirates is proof of their knowledge that little or no protection is to be looked for from the officials, be they Lektin tax-gatherers, district magistrates, high and mighty Prefects or gumbust shippers. I have mentioned several times the business of foreign-owned steamers are compelled to carry arms for the protection of their passengers, and it is a fact, too, that some of the foreign vessels trading between Canton and Wuchow and Hongkong and Wuchow dislike carrying treasure (even at a cost to the shipper of 1 per cent, which sum does not cover insurance) because the owners reasonably anticipate that should their vessels carry much treasure the spies of the pirate chiefs would soon hear of it and organize raids. Here, then, we have evidence of the chaotic condition of the provinces militating against legitimate business. This is one instance, but others, as I have shown, can be cited. I understand the Lektin people undertake to forward treasure up and down the river, but it is very uncertain, for they should take care of their business and their hands for fear of course charge whatever they carry, and it places native merchants to a dangerous extent under their power. If a Chinese firm is often forwarding or receiving treasure the Lektin authorities of course know it, and the merchant therefore, to prevent unpleasant visits from Lektin "runners," is pretty sure to pay blackmail at regular intervals. This state of affairs is in the last degree disgraceful to the Viceroy of the Liang Kwang and all his precious subordinates. It is a shocking travesty, a disgusting parody, on the vaunted civilisation of the great Celestial Empire. It is intolerable, for it is an illegal barrier to the development of trade for which the officials, by their weakness, their failure to check it to any perceptible extent, should be held responsible. Trade must be protected at all hazards, our legitimate rights must not be infringed with impunity, and as the province government by its lethargy and its inefficiency has failed to do this, and in these provinces I submit that there is full justification for interference. Pirates are the subjects of no ruler and are dangerous enemies to society and we are at liberty to hunt them down, to slay and punish them; whenever and wherever we choose. Great Britain has spent millions in liberating slaves, in hunting down slavers, in obtaining for the African negro freedom and justice. Can she not now do something to relieve the teeming millions of South China from the thralldom in which they are held by blood-thirsty outlaws and in so doing render a great service to the Chinese mercantile classes and to the commerce of all nations? These villains are not only a danger to society in Chinese waters; they occasionally, as we all know full well, organise raids on British steamers sailing from Hongkong. The shocking *Spark*, *Greyhound*, and *Namoa* tragedies are still fresh in everyone's memory, and yet we permit the existence of a breeding-ground of pirates and brigands a few miles beyond our borders. The reports of piratical outrages in the Delta and on the West River are not a myth. I am not "spinning yarns." I am not "drawing the long bow." It is a stern reality that merits most serious consideration by all who are entrusted with the protection of foreign commercial interests in South China.

GENERAL MESSEY'S TESTIMONY.  
In conclusion, it may be as well for me to quote an authority on this subject and for that purpose I select General Messey, the Editor of that instructive and interesting work *Si-yeh's Chinese Miscellany*. General Messey passed many months in the year 1883 in the province of Kwangtung and Kwangsi and being a close observer and good Chinese scholar had exceptional opportunities and means of arriving at a proper estimate of the commercial possibilities and social status of the provinces. In the course of his remarks on Kwangsi the veteran general and far seeing traveller says:—"Traveling in Kwangsi is attended with considerable danger, and the loss of merchandise and private effects is very common. Piracy is life on the rivers. Every body who can afford it is armed and nobody is safe. The daring depredations of large bands of armed men afloat and ashore keep the more peaceful dispend people in a state of constant terror. Cargo-boats and small motor rans on their decks and houses, and even small boats carry one or two muskets and other weapons for their protection against the social parasites who infest the rivers and creeks of the entire province." It is only necessary to add that General Messey's description of the state of affairs in maritime is to-day just as applicable to the southern provinces as it was when penned fifteen years ago!

## TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, November 5th.

The first and second days of the races have passed off well as far as weather and attendance are concerned, but the racing has rather upset calculations and prophecies. The favourites have invariably been backward and some unknown quantities forward, the wins on the whole rather tame and absolutely destitute of excitement. This has been an increasing characteristic of Tientsin meets, and one hears little of the cheering afterwards. Most of the races have been noticed for specially large fields, many running twice and often ponies.

THE CHUNGCHU MURDER.  
The firm attitude adopted by Sir Ernest Satow has led to the issue of another edict, which goes one step farther than the last, but, Chinese like, stops just short of what the Minister has demanded. The edict admits that further reports from the Governor of Hunan have tended to show that all the Civil and Military officials of Che-chow not only neglected their duty in not protecting the missionaries, but actually assented to the acts of violence. The second Military Official, Capt. Liu, is accordingly sentenced to execution and the Brigadier General Yen to imprisonment "awaiting execution," which as every one knows means really awaiting release. The Magistrates, old and new, are sentenced to banishment and dismissed the Government service, all very good in their way, but unfortunately it is the death of the Brigadier General Yen which has been demanded and no one else, so it is to be feared that this second edict will not advance matters any farther than the former if Sir Ernest stands firm.  
Much local movement is taking place beneath the surface of things in connection

with the Engineering and Mining Company, and at the forthcoming meeting on the 28th inst. there will be a pretty outspoken expression of dissatisfaction at the statement of accounts as recently published in London, and which Mr. John Dickinson by request of Mr. Harting voiced at the annual meeting at home. Much interest centres in what will be the outcome of it all.

The Chinese are going the right way to get themselves into trouble should the generals and ministers elect to insist on the conditions they laid down being properly respected. On all sides complaints are being heard that either T.P.G. decisions in civil suits are being reversed or attempts to reverse them are made, and even the native papers are beginning to remark on the matter. It was just this sort of thing that the conditions were intended to frustrate, as without the proviso there can be no question that every decision of the T.P.G. would have been reversed and also every employee of the T.P.G. would have been persecuted.

The appointment of a Governor for Chihli has been quite decided on and the motive is now clear. The new Governor will be a Manchur, and the appointment is inspired as a countervailing influence to Chinese ascendancy in a province so near the Capital. The Manchus in Peking have regarded Yuan Shi-kai's employment of Cantonese with jealous eyes, and they hope that a Manchur Governor will equalize matters a bit.

M. de Witte has expressed himself as very pleased with Dalny, which place is in measure his own creation, but very dissatisfied with many points in the Manchurian Railway. Things are not going on so glowingly there as Russian officials could wish. The immigrants have not all been hitting it off well with the Chinese, and many have suffered from climatic and primitive conditions, and much sickness has resulted. Russia has "pouted" colonists into Manchuria at all costs, as she now urges her poor people settled there, as her greatest argument for hanging on in her occupation of the place. How, she maintains, can she possibly leave Manchuria and these poor settlers to the mercy of the brigands.

TIENTSIN, Nov. 6th.  
A censor has memorialized that all officials of the 4th to 6th rank should receive some foreign education and become familiarized with international customs here if they cannot go abroad, and it is therefore proposed to open an "official department" in connection with the university, where foreign languages, etc., will be taught, and where officials "can go through a three years' course. Special language classes too are being started by various wealthy men with the idea of having the official classes better informed. This shows that China's benighted mind has at last grasped the idea that the official class needs some improving, but she is not going the right way about it. China teems with men ready-made so far as first class education is concerned, from among whom the Government might wisely seek at least the minor officials and, in many cases, even higher ones with advantage. Such men could give as good and perhaps better credentials of merit than many officials whose only gratification has been baubles. We ought, I suppose, to feel grateful for any awakening sign in China; it would be more encouraging, however, if the sign was not quite so frequently up-side-down.

Wang Ta-shing, the Director of students in Japan, who leaves for his post shortly, is outwardly the representative of China's keen interest in her foreign educated youths and her determination that they shall not be discouraged. Inwardly, I may mention he is a man of rather conservative views who will probably deal with the students in such a way that their influx into Japan will be quietly checked. This is China's "forward" movement. An official in Peking the other day summed up China's "reforms" as follows:—

1. The E.D. more frequently entertains the foreign Ministers and their wives.
2. Princes and Dukes are more frequently entertained by foreigners.
3. Chinese princes and officials are more intimate with foreign officials.
4. The social line of Chinese officials is more liberal and free.
5. The whole official staff wear better clothing.
6. Dollars are now freely circulated in Peking.

## Commercial.

TO-DAY'S INTELLIGENCE.

There is very little doing in the Share Market, and there is nothing special to report, except that the following shares are in strong demand with buyers—HONGKONG BANKS at 5635, WHAMPOA DOCKS at 5220, HONGKONG HOTELS at 5138, HONGKONG, CANTON & MACAO STEAM BOATS at 538.

## OPTUM QUOTATIONS.

Hongkong, 19th November.	
To-day's quotations are as follows:	Per chest.
MALWA NEW.....	@ \$960/800
" LAST YEAR.....	@ \$81/100
" OLDEST.....	@ 1,010/1,060
PATNA NEW.....	@ 660
" OLD.....	@ 660
BENARES NEW.....	@ 660
" OLD.....	No Stock
PERSIAN (PAPER).....	@ 320/860

## To-day's Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on TUESDAY, the 25th November, 1902, at 3 P.M.

at Nos. 2 and 3, Shau-ki-wan Road, CAUSI WAY BAY, One SMALL PLANING MACHINE, One DRILLING MACHINE, Three SCREW CUTTING LATHES, One HORIZONTAL TANDER DRIVING ENGINE (with set of Pulley and Belts to drive the above), One BOILER 6 feet by 8 feet, Two Lengths of SHAFING with COUPLING and BRACKETS, Three COUNTER-RAFS with BRACKETS, Two PORTABLE FORGES, Two Sets of BLACKSMITH TOOLS, Great Quantity of LATHES, TOOLS, HAMMERS, ANVILS, One 2-ton CHAIN BLOCK, &c., &c.

Also: One New Steam Launch built of Teakwood and tested by B. O. T.

Length.....27 feet.  
Breadth.....6 feet.  
Depth.....3 ft. 6 in.  
Engine.....34 by 7.  
with Keel Condenser.

The launch will be on view from to-day until day of sale at A Kim's Slipway, Wanchai, and will be sold at 2.30 P.M.

TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 19th November, 1902. [1241]

## To-day's Advertisements.

## THEATRE ROYAL.

## SPECIAL FERRY SERVICE.

THE ARRANGEMENTS made with the STAR FERRY CO. are as follows:—Last Launch will leave at 12.5 as usual and makes EXTRA TRIP NOT EARLIER THAN 12.35 A.M. The Portuguese Overseer will remain at CITY HALL, instead of Launch Coxswain, to see when the Performance is over and Launch will not leave till he allows.

ARTHUR SEYMOUR,  
Representative,  
Janet Waldorf Co.,  
Hongkong, 19th November, 1902. [1242]

## THEATRE ROYAL.

Lessee and Manager.....Mr. W. REUIE.

## THIS

(WEDNESDAY) EVENING

will be repeated the Grand-Production

and Huge Success,

"A ROYAL DIVORCE."

Another Crowded and Delighted

Audience greeted the

JANET WALDORF

COMPANY.

Half Hongkong have seen and are

enraptured with the Performance.

The other half are struggling to see it.

Doors Open at 8.30. Performance at 9.

Box Plan at ROBINSON'S.

ARTHUR SEYMOUR,  
Representative.

Hongkong, 19th November, 1902. [1242d]

## JUST PUBLISHED.

"TALES OF HONGKONG"

BY

"DOLLY."

PRICE.....\$1.00

KELLY & WALSH, LIMITED,

Queen's Road Central.

Hongkong, 19th November, 1902. [1246]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.....

"THALES."

Captain Robson, will be despatched for the

above Ports on FRIDAY, the 21st instant,

at Daylight.

For Freight or Passage apply to

DOUGLAS LARRAIK & CO.,

General Managers.

Hongkong, 19th November, 1902. [1244d]

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, PORT SAID, COLOMBO

AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU,"

having arrived from the above Ports, consignees

of general cargo are hereby informed that their

Goods are being landed and placed at their

risk in the Hongkong and Kowloon Wharf and

Godown Company's Godown at Kowloon,

where each consignment will be sorted out

mark by mark and delivery can be obtained as

soon as the Goods are landed.

Optional Goods will be carried on unless

instructions are given to the contrary before

Noon TO-DAY.

Goods not cleared by the 26th instant will

be subject to rent.

All ship-damaged packages must be left in

the Godowns and Notice of same sent to this

Office before the 29th instant, or claims in

connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 19th November, 1902. [1245d]

## To-day's Advertisements.

## WARREN'S GRAND AMERICAN CIRCUS.

THE PRAYA HONGKONG.

(Facing the Central Market).

TO-NIGHT!

EVERY EVENING AT 9 O'CLOCK.

CONTINUED SUCCESS OF THE NEW

PROGRAMME.

EVERY ITEM RECEIVED WITH

ENTHUSIASTIC PLAUDITS.

EVERYTHING TO INTEREST

NOTHING TO OFFEND.



## Shipping—Steamers.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	A. Fraser	MANILA (DIRECT)	26th Nov. at Noon
ROBI	2540	W. Lawson	Do.	3rd Dec. at Noon
DIAMANT	1980	R. Rodger	Do.	Do.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 19th November, 1902.

## OCEAN STEAMSHIP CO. LIMITED.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	3rd December, 1902.
"	"TYDEUS"	15th "
"	"TELEMACHUS"	31st "
"	"FROMETHEUS"	8th January, 1903.

## HOMEWARDS.

FOR LONDON.

"AGANEMNON"	25th Nov., 1902.
"TANTALUS"	9th Dec. "
"OLYBES"	23rd "
"PELEUS"	6th Jan., 1903.
"ANTENOR"	20th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).  
"ALCINOUS" 20th Dec., 1902.  
"TYDEUS" 20th Jan., 1903.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

## CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL.

CEBU and ILOILO	"KAIPONG"	21st November.
SHANGHAI	"WUHU"	22nd "
SHANGHAI	"WOOSUNG"	24th "
SHANGHAI	"SHANSI"	26th "
AMOI and MANILA	"SUNGKIANG"	26th "
SHANGHAI	"FOOCHOW"	29th "
Kobe and YOKOHAMA	"CHINGTU"	5th December.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	5th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisements.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

## CHINA MUTUAL STEAM NAVIGATION COMPANY LIMITED.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MOYUNE"	27th November.
"	"OOPACK"	10th December.
"	"NINGCHOW"	25th December.

## HOMEWARDS.

MARSEILLES, HAVRE, LONDON and ANTWERP	"TEENKAI"	20th December.
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## TRANS-PACIFIC SERVICE.

VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS	"MOYUNE"	27th November.
NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 19th November, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
THE OREGON RAILROAD AND NAVIGATION COMPANY,  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA"  
and  
"INDRASAMHA,"  
between

HONGKONG AND PORTLAND (OR.),  
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

"INDRASAMHA"	5,197 Tons	Dec. 14.
"INDRAVELLI"	4,899 "	Jan. 14.
"INDRAPURA"	4,899 "	Feb. 13.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.  
ALLAN CAMERON, General Agent.

1266c

## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations	Steamers	Captains	Sailing Dates
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 23rd November.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 25th November.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 30th November.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 3rd December.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoons at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 19th November, 1902.

## Shipping.

## STEAMERS.

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

THE Steamship  
"SAVOIA,"  
Captain Rebbelmund, will be despatched for the above Ports TO-MORROW, the 20th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 19th November, 1902. [1223d]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"AUSTRALIAN,"  
Captain P. T. Helms, will be despatched for the above Ports, TO-MORROW, the 20th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

\* To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 24th October, 1902. [1224d]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

"BORDER KNIGHT"	About 20th Nov.
"CROYDON"	10th Dec.
"ORONO"	20th Dec.
"MOGUL"	31st Dec.
"HINDUSTAN"	10th Jan., 1903.
"MACDUFF"	To follow.
"SHIMOSA"	"

For Freight and further Information, apply to

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 11th November, 1902. [1224d]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"  
Captain G. S. Wessall, will be despatched as above on FRIDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 17th November, 1902. [1223d]

TOYO KISEN KAISHA,  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA,  
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"  
3,876 Tons.  
Captain N. Tate, will be despatched hence for MANILA, on SATURDAY, the 2nd instant, at Noon.

To be followed by  
"ROHILLA MARU,"  
on or about 26th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivaled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents Buildings,  
Ice House Street.  
Hongkong, 15th November, 1902. [1189d]

## NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.

FOR MANILA.

THE Company's Japanese Mail Steamship.

"KASUGA MARU,"  
4,000 Tons, Captain Hector Fraser, will be despatched for the above Port on THURSDAY, the 27th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,  
Manager.  
Hongkong, 5th November, 1902. [1177d]

## CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

## NEXT SAILINGS.

"CHANGSHA"	leaves on 5th Dec.
"CHINGTU"	29th Dec.
"TAIYUAN"	20th Jan.
"TEINAN"	"

Superior accommodation, amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,  
Agents, C. N. Co., Ltd.

Hongkong, 19th November, 1902.

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship

"NAMSANG,"  
Captain Geo. Payne, will be despatched as above on FRIDAY, the 21st instant, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 15th November, 1902. [1223d]

## "BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"  
Captain Wallace, will be despatched as above on or about MONDAY, the 18th December.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 7th November, 1902. [1187d]

## Consignees.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARQUIS BACQUEHEM,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 19th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 13th November, 1902. [1071d]

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 13th November, 1902. [1214d]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA,"  
Captain B. Beck, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 14th November, 1902. [1217d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"VINDOBONA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Trieste, ex S.S. Imperatrix, transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 15th November, 1902. [1177d]

## Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"KIAUTSCHOU,"  
of the HAMBURG-AMERIKA LINIE,  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M. TO-NIGHT.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 20th instant, at 9.30 A.M.

All Claims must reach us before the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.  
Hongkong, 12th November, 1902. [653c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Company's Steamship

"TIROL,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Trieste, ex S.S. Imperatrix, transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 19th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 13th November, 1902. [1160d]

PRINCE'S BUILDINGS.

THE P. &amp; O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 13th November, 1902. [14]

FROM NEW YORK.

THE H.A.L. Steamship

"ADRIA,"  
Captain Schadschmidt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.



## THE SHARE MARKET.

(NOVEMBER 19th.)

## STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Strassburg	Singapore	S. emssen & Co.	To-morrow
Nonmouthshire	Singapore	Shewan, Tomes & Co.	To-morrow
Lyra	Valdivostock	Boston Tow Boat Co.	November 21st
Bengal	Singapore	C. & O. S. N. Co.	November 22nd
Empress of Japan	Japan	C. P. R. Co.	November 24th
Henlmond	Singapore	Gibb, Livingston & Co.	November 24th
Gera	Shanghai	Melchers & Co.	November 25th
Bayern	Colombo	Melchers & Co.	November 27th
Moynce	Glasgow, &c.	Butterfield & Swire	November 27th
America Maru	Japan	Pacific Mail S. S. Co.	November 28th
Hiroshima Maru	Bombay	Nippon Yusen Kaisha	November 28th
Tremont	Tacoma	Boston Tow Boat Co.	December 1st
Hyades	Tucoma	Boston Tow Boat Co.	December 2nd
Peleus	Glasgow, &c.	Butterfield & Swire	December 3rd
Indrasamba	Portland, Or.	P. & A. S. S. Co.	December 4th
Korea	San Francisco	P. M. S. S. Co.	December 6th
Oopack	Glasgow, &c.	Butterfield & Swire	December 10th
Gaelic	San Francisco	Pacific Mail S. S. Co.	December 13th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office with the forms already supplied, and with the latest available information from their respective offices.

## CHINA COAST METEOROLOGICAL REGISTER.

November 17th, 1902, p.m.

—

Hongkong, Canton, and Macao Steam  
Co.

*Yam*, British steamer, 1,377, H. D. Jo  
Hankow, Canton & Macao Steam

McMullen, Dr. J.

VISITORS AT THE KING EDWARD

## VISITORS AT THE CONNAUGHT

VISITORS AND RESIDENTS AT THE  
NEAR HOUSE

PEAK HOTEL.

ant, G. C. Lindsay Thomson, J. S.

\_\_\_\_\_

## VISITORS AT THE KOWLOON

November 17th, 1902, p.m.

November 18th, 1902, a.m.

**PROTECTED SAILING**

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Manduru Maru	Nov. 26
Bremen, &c.	Sachsen	April 15
"	Klauschou	Dec. 10
"	Bayern	Dec. 24
"	König Albert	Jan. 7
"	Princess Irene	Jan. 21
"	Freussen	Mar. 4
"	Gera	Nov. 26
"	Darmstadt	Feb. 4
"	Karl-rube	Feb. 18
"	Hamburg	Nov. 18
"	Prinz Heinrich	April 15
Cebu & Iloilo	Kaifong	Nov. 21
Foochow, &c.	Anping Maru	Dec. 3
Genoa, &c.	Denmoir	Dec. 15
Ha-re & Hamburg.	Serbia	Nov. 20
"	Marburg	Dec. 3
"	Suevia	Dec. 17
"	Alesia	Dec. 31
"	Nürnberg	Jan. 13
"	Silesia	Jan. 27
Japan	Kumano Maru	Nov. 28
Kobe & Yokohama.	Kawachi Maru	Nov. 21
"	Hiroshima Maru	Dec. 2
"	Bingo Maru	Dec. 5
Liverpool	Alcinous	Dec. 20
"	Tydeus	Jan. 20
London	Agamemnon	Nov. 25
"	Tantalus	Dec. 9
"	Ulysses	Dec. 23
"	Peleus	Jan. 6
"	Antenor	Jan. 20
"	Masilia	Nov. 23
Marseilles, &c.	Wienaka Maru	Nov. 22
"	Shanghai	Dec. 10
"	Teenkai	Dec. 20
"	Malta	Mat. 28
"	Sydney	Dec. 1
Manila	Zafiro	Nov. 26
"	Roh Ita Maru	Nov. 26
"	Soetsuka Maru	Nov. 23
"	Loongsang	Nov. 21
"	Sungkiang	Nov. 26
Nagasaki, &c.	Savioa	Nov. 20
New York	Bordor Knight	Nov. 23
Portland, (Or.)	Indrasamba	Dec. 14
"	Indravelli	Jan. 14
"	Indrapura	Nov. 17
San Francisco, &c.	America Maru	Dec. 6
"	Nippon Maru	Jan. 24
"	Peru	Nov. 20
"	Gaelic	Dec. 23
"	Coptic	Nov. 28
"	Korea	Dec. 13
"	Hongkong Maru	Dec. 31
"	China	Jan. 5
"	Ooric	Jan. 17
Shanghai	Wansung	Nov. 26
"	Shansi	Nov. 26
"	Bengal	Nov. 21
"	Foochow	Nov. 25
"	Wuhu	Nov. 25
Singapore, &c.	Yamaguchi Maru	Nov. 21
"	Kagoshima Maru	Dec. 5
"	Namsang	Nov. 21
"	Tirol	Nov. 27
"	Thales	Nov. 21
Swatow	Daijin Maru	Nov. 23
Swatow, &c.	Daigi Maru	Nov. 38
Sydney, &c.	Kasuzu Maru	Nov. 27
"	Changsha	Dec. 5
"	Chingtu	Dec. 29
"	Taiyuan	Jan. 20
"	Australian	Nov. 20
Vancouver &c.	Empress of Japan	Dec. 17
"	Empress of China	Jan. 14
"	Empress of India	Nov. 19
"	Athenian	Dec. 31
"	Tartar	Dec. 13
Victoria, B.C.	Victoria	Jan. 3
"	Glenloe	Dec. 6
"	Tremont	Dec. 17
"	Ningchow	Dec. 27
"	Moyune	Nov. 20
"	Iyo Maru	Dec. 2
Yokohama, &c.	Bombay	Nov. 20

## LATEST QUOTATIONS

(NOVEMBER 19th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation .....	\$ 125	\$615 buyers
National Bank of China, Limited.....	£ 8	\$27 sellers
Do. Founders.....	£ 1	\$10
<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited....	\$ 50	\$460 buyers
China Traders' Insurance Company, Limited.....	\$ 25	\$63 sellers
North China Insurance Company, Limited .....	£ 25	Taels 177½
Yangtze Insurance Association, Limited .....	\$ 60	\$131 buyers
Canton Insurance Office, Limited .....	\$ 50	\$167½ sellers
<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited.....	\$ 50	\$350 sellers
China Fire Insurance Company, Limited .....	\$ 20	\$86 sellers
<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited .....	\$ 15	\$38 sales
Indo-China Steam Navigation Company, Limited .....	£ 10	\$100 sellers
China and Manila Steamship Company, Limited .....	\$ 50	\$26 buyers
Do. .....	\$ 5	nominal
Douglas Steamship Company, Limited .....	\$ 50	\$41½ buyers
"Star" Ferry Company, Limited .....	£ 10	\$23 sales
Do. .....	\$ 5	\$13 sales
"Shell" Transport and Trading Company, Limited .....	£ 1	£ 1.15.0 sales
Shanghai Tug Boat Company, Limited .....	Taels 100	Taels 330 sellers
Taku Tug and Lighter Company, Limited .....	Taels 50	Taels 55 sales
Shanghai Cargo Boat Company, Limited .....	Taels 100	Taels 165 sellers
Co-operative Cargo Boat Company, Limited .....	Taels 100	Taels 165 sellers
<b>Refineries.</b>		
China Sugar Refining Company, Limited .....	\$ 100	\$98 sellers
Luzon Sugar Refining Company, Limited .....	\$ 100	\$15 buyers
Perak Sugar Cultivation Company, Limited .....	Taels 50	Taels 77
<b>Mining.</b>		
Punjom Mining Company, Limited .....	\$ 10	\$28 sellers
Punjom Mining Preference Shares .....	\$ 1	\$1 sellers
Société Française des Charbonnages du Tonkin .....	Francs 250	\$600 sellers
Jezebu Mining and Trading Company, Limited .....	\$ 5	\$1.50 sellers
Raub Allain Gold Mining Company, Limited .....	£ 18s. 10d.	\$61 buyers
Chinese Engineering & Mining Company, Ltd. ....	£ 1	Taels 8.10 sellers
<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited .....	\$ 50	\$210 ex div. buyers
S. C. Farham, Boyd & Co., Ltd. ....	Taels 100	Taels 210 sales
Hongkong and Kowloon Wharf and Godown Company, Limited .....	\$ 50	\$90 sellers
New Amoy Dock Company, Limited .....	\$ 6½	\$37 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited .....	Taels 100	Taels 307½ sales
<b>Lands, Hotels and Building.</b>		
China Provident Loan and Mortgage Company, Limited .....	\$ 10	\$10 sellers
Hongkong Land Investment and Agency Company, Limited .....	\$ 100	\$185 sellers
Kowloon Land and Building Company, Ltd. ....	\$ 30	\$31 buyers
West Point Building Company, Limited .....	\$ 50	\$50 sales
Hongkong Hotel Company, Limited .....	\$ 50	\$138½ sales
Oriente Hotel Company, Limited (Manila) .....	\$ 50	\$40
Astor House Hotel Co., Limited (Shanghai) .....	\$ 25	\$40 buyers
Hotel des Colonies Co., Ltd. (Shanghai) .....	Taels 25	Taels 16 sales
Queer's Hotel (Wichai-wei) .....	Taels 25	Taels 25
Humphreys Estate and Finance Company, Limited .....	\$ 10	\$12½ sellers
Shanghai Land Investment Company, Limited .....	\$ 50	Taels 127½ buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	\$ 10	\$17 buyers
Ewo Cotton Spinning and Weaving Company, Limited .....	Taels 100	Taels 38 sellers
International Cotton Manufacturing Company, Limited .....	Taels 100	Taels 40 sales
La-tung-kow Cotton Spinning and Weaving Company, Limited .....	Taels 100	Taels 39 sales
Soy Chee Cotton Spinning Company, Limited .....	Taels 500	Taels 150
<b>Tobacco, Oigar and Cigarette Company.</b>		
Alhambra, Limited .....	\$ 500	\$500 buyers
Philippine Tobacco Trust Co., Limited .....	\$ 20	\$40 sellers
Shanghai-Sumatra Tobacco Company .....	\$ 50	Taels 45 buyers
American Cigarette Company, Limited .....	Taels 50	Taels 40
<b>Miscellaneous.</b>		
Green Island Cement Company, Limited .....	\$ 10	\$21 sellers
China-Boriego Company, Limited .....	\$ 15	\$21 sales
A. S. Watson & Co., Limited .....	\$ 10	\$15½
Watkins, Limited .....	\$ 10	\$7 buyers
Hongkong Electric Company, Limited .....	\$ 40	\$13
Hongkong Electric Company, Limited .....	\$ 5	\$6½
Hongkong and China Gas Company, Limited .....	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited .....	\$ 50	\$120
Geo. Fenwick & Co., Limited .....	\$ 25	\$49 buyers
Hongkong Ice Company, Limited .....	\$ 25	\$340
Hongkong High-Level Tramways Co., Ltd. ....	\$ 100	\$345
Dairy Farm Company, Limited .....	\$ 6	\$12 sellers
Hongkong and China Bakery Company, Limited .....	\$ 50	\$40 sellers
Campbell, Moore & Co., Limited .....	\$ 10	\$35
Hell's Asbestos Eastern Agency, Limited .....	£ 12s. 6d.	\$1 buyers
United Asbestos Oriental Ag'cy, Limited .....	\$ 4	\$8½ buyers
Do. Founders .....	\$ 10	\$155
Tebrau Planting Company, Limited .....	\$ 5	nominal
Universal Trading Co., Limited .....	\$ 20	\$104 sellers
Hongkong Steam Water-boat Co., Limited .....	\$ 7	\$8½ sellers
China Light and Power Co., Limited .....	\$ 20	\$15 sellers
Robinson Piano Co., Limited .....	\$ 50	\$50
Manila Investment Co., Limited .....	\$ 50	\$20 sellers
William Powell, Limited .....	\$ 10	\$9 buyers
Shanghai-Langkai Tobacco Company, Limited .....	Taels 100	Taels 340 sales
Telegraphic Address—"Rialto."		
Telephone No. 148.		
P. O. Box No. 111.		
BENJAMIN, KELLY & POTTS, Share Brokers.		



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Hongkong Hotel.

**WILLIAM POWELL, LTD.,**



**28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,  
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**NOW ON VIEW IN OUR SHOW ROOMS.**

BABY CARRIAGES AND MAIL CARTS, NEW DESIGNS INCLUDING THE PATENT FOLDING CART.

**Cooking Stoves from \$18 to \$140.**

THE VERY LARGEST AND BEST ASSORTED STOCK OF FASHIONABLE COATS, CAPES AND JACKETS IN THE EAST. ALL THE NEWEST AND BEST SHAPES IN MADE UP FURS, FUR CAPES AND JACKETS.

**SMART FRENCH MILLINERY.**

LADIES' WARM SHIRTS AND BLOUSES. NEW TRIMMINGS AND APPLIQUES OF GREAT RICHNESS.

**'XMAS FANCY GOODS AND TOYS.**

AN ENTIRELY NEW STOCK OF

**F A N S F A N S F A N S**

OSTRICH FEATHER, SILK AND EMPIRE.

**Ball Season 1902-03.**

HEAVY BROCHE SILKS, DELICATE VOILES PEAU DE SOIE, ZIBELINES EOLIENNES, SATIN CLOTHS. BROCHE TAFFETAS. BENGALINES, ETC., ETC. FOR EVENING WEAR. EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

**GENTLEMEN'S OUTFITTING DEPARTMENT.**

BATH GOWNS, DRESSING GOWNS, RUGS, HATS, BOOTS, UMBRELLAS. SHIRTS, GLOVES, TIES, SHOES, BOOTS, HALF HOSE FOR EVENING WEAR. THE HONG SHIRT FOR BUSINESS WEAR. BEST FRENCH PRINT AND ZEPHYR SHIRTS.

**NO MORE UNTIDY COLLARS.**

ALL OUR DOUBLE COLLARS HAVE A PATENT LOCK WHICH ENTIRELY PREVENTS THEM GAPING OPEN IN THE FRONT, ALWAYS IN POSITION. ALWAYS COMFORTABLE, NO TROUBLE. STOCKED IN ALL SIZES AND SHAPES AND FOUR DEPTHS.

**DRESSMAKING DEPARTMENT.**

UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER. CUT, FIT AND STYLE GUARANTEED.